

## CONVICT WORK IS SUCCESS ON ROADS

Negroes Make Good Highways in Louisiana, Boosting Cause of Automobiles.

STATE AND LEAGUE JOIN MOTOR CLUB HAND IN GLOVE WITH COMMONWEALTH.

The problem of the use of convict labor in building the good roads of the United States is fast assuming an aspect of particular importance, and is being given the serious consideration of the chief executives and other thinking men in the several states interested in the movement, says an exchange. At the present time there are a number of the commonwealths in the southern section of the country which have shown a commendable spirit in having their prisoners do a work which benefits the entire state rather than spend their time in idleness or in a series of prison occupations which simply pay for their own expenses and do not benefit anyone outside.

The importance of the good roads movement, with its lessened cost of transportation and its increase of automobile touring, with the accompanying influx of money, is fast being realized by many of the states, and the developments in this line are of particular interest. Louisiana, sometimes supposed to be a state which was not making any special efforts in the direction of progress, is now showing itself to be wide awake, and the state which has been started there for good roads, with the support of some of its most influential men, will probably do more to open up that section of the south than anything that has happened in recent years.

The history of this movement for good roads is interesting inasmuch as it has taken two and a half years to bring these plans to a culmination and to show actual progress in the work. New Orleans as a city is a great surprise to northerners, who have found its reputation for quinquina and appearance of a past age to be misleading.

In the matter of its fine streets, large, substantial buildings and beautiful residences it is not surpassed by any northern municipality, and it is perhaps this prevailing spirit of progress which has influenced the promotion of the Motor League of Louisiana, a body which is composed of well-known and influential citizens, with a steadily growing membership. The necessity of good roads in the state was appreciated upon the formation of this organization, and just two years and a half ago the campaign for improved highways was begun by E. M. Milner, the president, and Victor M. Aschaffenberg, secretary, both of them enthusiastic automobilists.

Old Trail Selected. It was figured that \$20,000 would be necessary to complete the first road in order to show the advantage of the improved service if extended throughout the state, and it was decided to select a certain old trail, built 80 years ago, leading to the Gulf of Mexico, which would give a distance of 23 miles and would open up a country renowned for its fishing and hunting, and it was decided to make a trip to the Gulf by motor to grounds which could only be reached by train or boat at certain times of day and in several hours. When this route was announced the failure of the plan was at once predicted, because the road was at that time absolutely impassable, and it lay through a country of luxurious southern foliage where splendid live oak trees and hanging Spanish moss formed an archway overhead. Chief Menteur has a splendid natural harbor, and it was formerly open to the Gulf of Mexico, but the Louisville & Nashville railroad fifty years ago built tracks across the outlet, compelling all vessels to go to Rigolets. Recently the United States government engineers have pointedly recommended that this railroad build a drawbridge, thereby giving a coast outlet to Chief Menteur for yachts and lumber and oyster schooners, and making a road thirty miles shorter through Lake Borne from the Gulf into the Mississippi at New Orleans.

It was soon found that \$20,000 could not be raised among the motorists whose interest could be enlisted, but this did not deter the means of the moving spirits of the club, and several of the men contributed \$100 each for a survey of this road, to be made through the city engineer, W. J. Hach. The survey was reported most favorably and the scheme pronounced thoroughly practicable, so that the movement was started in earnest. The first assistance was received from Mayor Martin Behrman and the aldermen, who at one time the same meeting introduced an ordinance, passed it unanimously, and appropriated \$2,000 for experimentation as to the type of road surface. The mayor gave his assurance that if the road was constructed it would be maintained by the city.

New Orleans has the largest area of any city in the country, there being 265 square miles within its boundaries, although only 70 square miles are populated. On the 23 miles to Chief Menteur, only 18 had to be constructed by the league, inasmuch as the remainder was composed of city asphalt streets and a series of splendid shell highways in the suburbs.

About this time Gov. Sanders, himself a good-roads enthusiast, devised a new plan of using the convict labor in the open country rather than in the closed prisons or on the state farms. The failure of other cities in this particular was assigned to the fact that they farmed the criminals out and there were many serious complaints against the treatment of the latter, who were entitled to at least human consideration, so this up-to-date chief executive arranged a new plan. In Louisiana, the governor has the right to furnish convicts for other work than on the cotton and sugar plantations of the state, as long as they are not leased. On these farms they have paid their own expenses, but at times there are more convicts than necessary, so in conjunction with the automobilists it was arranged by the state authorities last fall to organize camps of twenty-four negro convicts each for work on the roads. The white prisoners are used in the commissary department, and all of the men are watched constantly.

The Motor League of Louisiana agreed to take the first camps upon the following basis: To pay for all food, the salary of the armed guards, one-half the cost of the resident engineer, and the fee of the visiting physician who inspects the negroes three times a week, and the state agreed to furnish the camp equipment, consisting of commissary wagon, one or two berth wagons, a portable screened latrine, tents, etc.

February 21 of this year the actual work on this roadway was started, and the first formal inspection took place April 17. In just about two months working six days a week, the convicts have dug ditches and graded and crowned roads for a distance of about four miles, from Gentilly road to Michoud station, and they have given assurance of the success of this great undertaking. It is estimated that it will take eight months longer before the preliminary or comparatively rough work is completed, and, perhaps, within this time they may have an opportunity of putting on the top coat of heavy gravel covered with a dressing of asphaltum oil.

### Motorists Volunteer Services.

Upon this pleasant Sunday in April they congregated at a prominent point in New Orleans, a party of particularly distinguished motorists who arranged to look over the ground thoroughly, and to give special attention to the conditions of the convicts camp at Lee station. A number of local motorists volunteered their services to carry the state and city officials and the representatives of the Premier Motor Manufacturing company, who were at that time in the city, placed the big six-cylinder Wistaria Premier touring car which had been given by the Imperial potentate of the Shriners during the convention, at the disposal of Governor J. Y. Sanders, ex-governor, W. Heard, president of the penitentiary board of control, and Mayor Behrman. E. B. Williams in a Premier carried E. Sykes and the newspaper men, A. J. Stallings in a Locomobile carried J. J. Frawley, president of the city council, and James Reynolds, chief of detectives; C. H. Ellis, president of the United Fruit company in his Peerless was accompanied by Henry Krohn and Captain John Delbert, a wealthy lumberman, and Palmer Abbott in his Packard carried Mr. Milner, Mr. Aschaffenberg, Joseph Schwartz and G. F. Houliereaux. Others in the party were E. B. Williams, E. Roderique, M. H. Fletcher of the Premier company and the writer.

This party was driven through the beautiful suburbs of the city, out into the bracing morning air, through groups of picturesque negro shanties, and bits of woodshed and other outbuildings of the live oak and the real southern scenery. It was interesting to the northwestern party to travel over several miles of shell roadways, which are as hard and well kept as anything in the better country to the new operations. They were then taken over four miles of recently constructed surface at a lively clip, and the new road appeared to be particularly solid and well drained. But beyond the point to which the improvements have at present reached there are miles where an automobile would be useless, and indeed one of the cars sank so deeply as to necessitate taking it out. This was just an apt illustration of the "before and after treatment" and showed the necessity of the enthusiasm now abounding. The Motor League has paid for the plows, scrapers and other machinery, and a large number of the members have contributed between \$100 and \$200 each to assure the furtherance of the operations. Their success is leading other barishes to inquire about the movement and Governor Sanders has assured them that any one in the state may receive organized camps of convict laborers.

The plans for the future call for a better road around the city, and a number of well-prepared feeders to the interior. As yet no definite ideas have been formulated as to a series of roads which would lead from New Orleans, the principal city of the state, to the large cities in the neighboring commonwealths, such as Atlanta, Mobile, Memphis and Texas points. It is very probable that this will be taken up as soon as the present situation is shown to be a phenomenal success and one which bids fair to give more life and growth to New Orleans than any single factor in recent years.

### GLIDDEN TOUR RECORDS LAUD DIAMOND TIRES

The Bertram Motor Supply company, local representatives for the Diamond tire, have been advised that 15 of the 26 cars entered in the 1910 Glidden tour, now being run, are equipped with the Diamond tires. This makes leads, with the Goodrich tire next, with 12 cars carrying that brand. The remaining cars are divided among a number of other concerns.

The official records of the Glidden tour for the past three years have been decidedly in favor of the Diamond tire, as far as the average cost per car is concerned. Without an exception the Diamond has led, say the Glidden records.

Last year the average cost per car equipped with Diamond tires was \$26.84, while that for other tires amounted to \$28.16. In 1908 the cost for Diamond tire cars was \$16.88, while for others \$24.24, while in 1907 the Diamond cost was \$27.67 as against \$135 for other makes.

### ROADS ESSENTIAL FOR AUTOMOBILES IN UTAH

W. H. VanDusen, general western sales manager of Lee Thomas Flyer, and a prominent member of the Automobile club of Buffalo, was a visitor in Salt Lake during the past week, on business connected with the Randall-Dodd company, but had time to talk over the general automobile outlook. "I see you are making a strong effort for good roads out here," said VanDusen, "and while I do not like to say you are behind the east, as you are not in a great many things, but you still have plenty of work to do in the good roads line before you can do any bragging. Good roads are absolutely essential to the automobile, and I do not know of any field where work along this line is needed more than here in Utah." VanDusen is on his way west from the factory and left Friday for the coast.

IRON MOULDERS' OUTING. About 1,000 members of the Iron Moulders' union of this city and their friends celebrated their annual outing at the Lagoon Saturday. The committee in charge of the affair had planned an excellent program, and a good time was had. In the afternoon a picked team of the members played a first-class game of baseball. Boat races and running races were also held. The evening was given over to dancing.



## Carstensen & Anson Company Announces the GREAT SUMMER SALE OF USED PIANOS

Uprights and Grands Taken in Exchange for the Pianola Pianos

This piano sale and future sales will be a distinctive feature of the piano trade of Utah. They are different—different in every respect—from the sales held anywhere else. The reason why the Carstensen & Anson company and no other house is able to offer such exceptional values is the extraordinary success of the Pianola Piano. The great demand for this "Piano that anyone can play" is constantly bringing in exchange Uprights, and Grands of every well known make.

These exchanged pianos are remarkable for their fine condition. We ourselves are often amazed at the excellence and comparative newness of the pianos that we are asked to take in exchange.

Many of them are scarcely distinguished from absolutely new pianos.

QUALITY is therefore the keynote of this sale of used Pianos. The names in the following list show the wide range and high average of the makes represented, but to appreciate the excellent condition of the individual instruments you must inspect the collection personally. Then quality and condition are considered. These values greatly surpass any previous offering anywhere.

### Miscellaneous Uprights

	Original Price	Sale Price
Steinway, Rosewood	\$750.00	\$425.00
Weber, Mahogany	500.00	210.00
Hardman, Mahogany	550.00	335.00
Kranich & Bach, Mahogany	650.00	325.00
E. B. Williams, E. Roderique, M. H. Fletcher of the Premier company	425.00	220.00
Steinway, Oak	275.00	185.00
Howard, Rosewood	200.00	110.00
Harvard, Walnut	400.00	210.00
Ivers & Pond, Mahogany	550.00	335.00
Harvard, Mahogany	375.00	190.00
Bradford, Mahogany	275.00	185.00
H. P. Nelson, Oak	250.00	210.00
Heller & Co., Mahogany	350.00	215.00
Rembrandt, Oak	275.00	165.00
Hardman, Mahogany	800.00	425.00
Bradford, Oak	275.00	165.00
Hardman, Mahogany	575.00	365.00

### Miscellaneous Grand Pianos

	Original Price	Sale Price
Steinway, Parlor Grand, Mah.	\$1100.00	\$750.00
Weber, Parlor Grand, Rosewood	850.00	675.00
Weber, Small Grand, Mah.	850.00	690.00
Weber, Parlor Grand, Mah.	950.00	710.00
Everet, Parlor Grand, Mah.	900.00	475.00
Hallett & Davis, Parlor Grand, Ebonyized	750.00	275.00

### Miscellaneous Organs

	Original Price	Sale Price
Chicago Cottage, Walnut	\$125.00	\$35.00
Geo. Woods, Walnut	75.00	15.00
Chicago Cottage, Walnut	125.00	40.00
Chicago Cottage, Walnut	125.00	42.00
A. B. Chase, Walnut	150.00	45.00
Earhoff, Walnut	100.00	12.50
Chicago Cottage, Walnut	150.00	52.00

Any of the above instruments may be purchased on moderate monthly payments with interest added.

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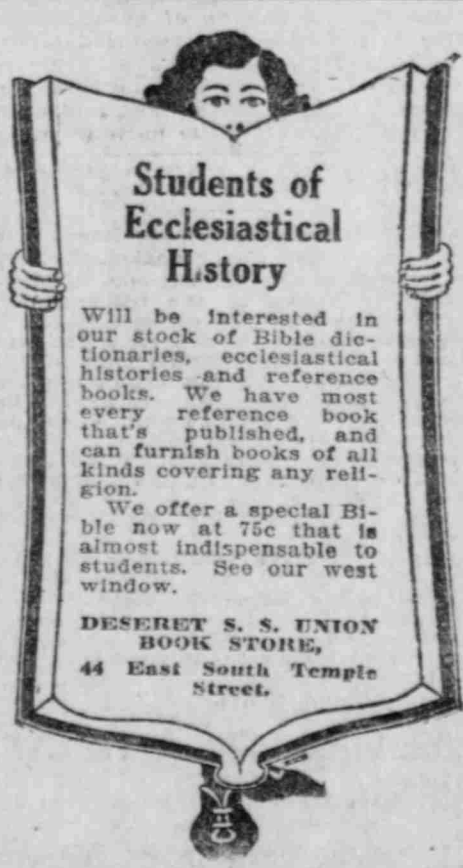
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### Y. M. C. A. SUMMER SCHOOL.

Advance Registration This Year Heavier Than Ever Before. The advance registration in the Y. M. C. A. vacation school is heavier than ever before. At a faculty meeting yesterday morning the assistant principals to the different grades were made and Mr. Coombs, besides acting as principal, will have the Eighth grade. Mr. Stearns, principal of the Poplar Grove school, will have the Seventh grade; J. Fred Anderson will have the Sixth grade, and Miss Ella Crowder will have the Fifth grade. A feature of this summer's session will be the physical work, which will be under the supervision of James H. Adair, assistant physical director. The school will be along the regular line of instruction in gymnastic work and will occupy one-half hour each day.

### WILSON REPORTS HEAVY PASSENGER BUSINESS

F. D. Wilson, general agent of the Oregon Short Line at Butte, is in Salt Lake. He states that the passenger business in and out of Butte is the heaviest in its history, but that there has been a slight falling off in the trip in effect July 1. Good for fifteen days. While the railroad company is not advertising the fact, it will afford the Butte people a fine opportunity of entering here in the event that the Jeffries-Johnson battle goes to any of the Nevada points.



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